

Columbia River Gillnetter

Columbia River Fishermen's Protective Union

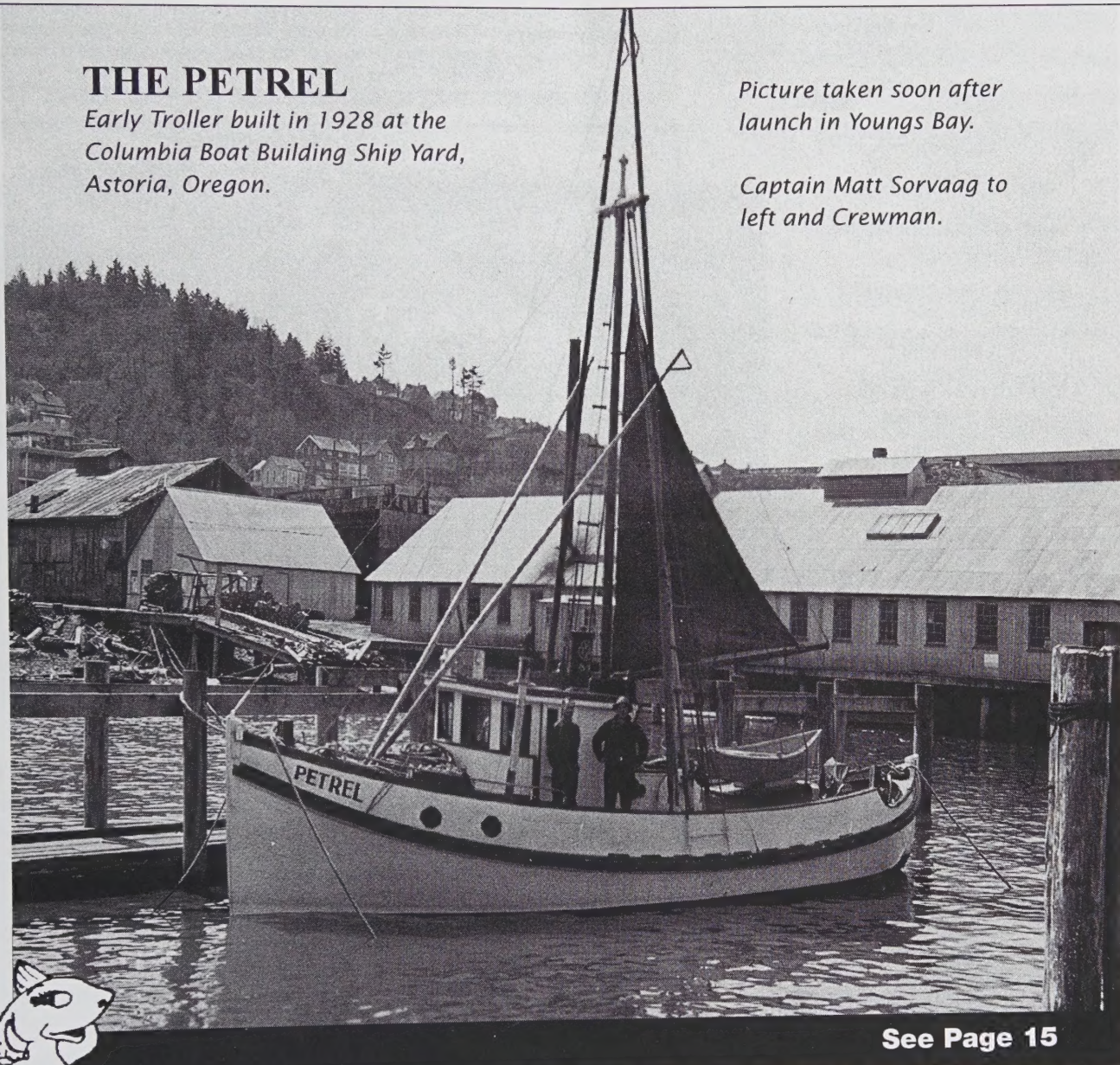
Summer 2008 / Vol. 39, No.2

THE PETREL

Early Troller built in 1928 at the
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Astoria, Oregon.

*Picture taken soon after
launch in Youngs Bay.*

*Captain Matt Sorvaag to
left and Crewman.*

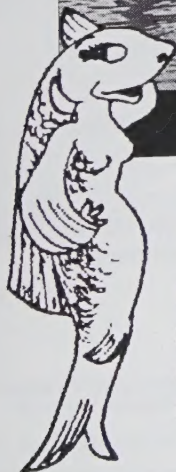


See Page 15

Photo Credit by William Puustinen

Sally the Salmon Says...

My salmon relatives from south on the Klamath and Sacramento Rivers in California are running short of adequate water and spawning habitat, and like myself on the Columbia, are in serious need of aid and rehabilitation to keep the Pacific Ocean feeding grounds filled with future generations.



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FORWARD

This paper is being published for the purpose of keeping the public and fishermen informed of the facts and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contribute to this cause. Anyone who wishes to contribute articles, pictures, stories, or ads, please contact the editor at:
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The Columbia River Gillnetter is one of the only remaining publications on the west coast devoted exclusively to gillnetting. We have been making a difference for 39 years, our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is an important contact with fishermen, lawmakers and the public. If you would like to help, send donations to Columbia River Gillnetter.

The following individuals have made a contribution to the Columbia River Gillnetter Publication, which will be used to help continue the publication and mailing of the free informational newspaper. We thank them for their support

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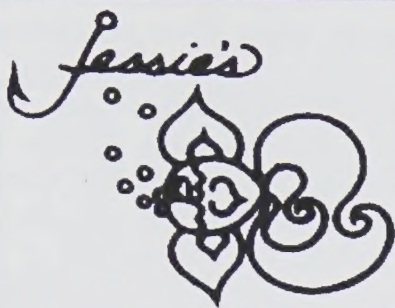
Carl & Julie Meier – Cathlamet, WA

Keith & Shirley Hill –
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James Anderson - White Salmon,
In Memory of Burt Anderson

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From The Editor

Corporate America and it's Responsibilities

The Mitchell Act and the Exxon Valdez Oil Disaster of 1989 have much in common. The Act of U.S. Congress during the north-west dam building frenzy of the 1940's and 1950's, and the trial by jury of the Exxon Oil Company in 1994, with a guilty verdict, were both intended to provide compensation for environmental damages and natural resources lost.

Proving that the initial 8 years of the 21st century has been a prominent period for corporations in this country, and a movement backwards for the common and small businessman is easy. Just look around you. The Mitchell Act is NOT providing proper federal compensation for damaging power production activity today. Our court system is not holding up its job of ensuring that penalties for environmental damages and job-losing actions is properly upheld. The U.S. Supreme Court's decision for Exxon Oil Company in its latest appeal exemplifies this.

These actions, or lack there of, have had and are having drastic consequences in the Northwest, and particularly for us here on the Columbia River involved in the fishing industry. So many

of us have done so much voluntarily to help maintain and assure the natural future of our great river and its many salmon specie resources, that it is devastating to watch Big Business and Government pull the "monetary" rug out from under us.

The lack of necessary responsibility by these organizations will be felt for many years to come. Even though the 32,000 fishermen and native plaintiffs, who had their lives overturned and greatly degraded and will receive just "peanut scraps" if anything at all, will always believe that Exxon was 5 billion dollars "guilty" as found, by the jury of peers in Prince William Sound Alaska, of the environmental crime. Big corporate oil, Exxon, got off the hook on this one and it won't be forgotten.

On the local level, it is disheartening to see certain metropolitan representatives to the stockholders meetings, called by the Fish & Wildlife agencies of Oregon and Washington to be able to come up with some mutually agreeable longer range salmon harvest allocations in the future, walk out.

If the various user groups can't get together to talk and come up

with some agreeable patterns to help the agencies set regulations and seasons in the future, then we really are in trouble. Do certain groups, especially those in urban, "elite" neighborhoods, want what belongs to all of us entirely for themselves? I hope not. If so, this is corporate America on a smaller scale. The Big get Bigger and small get smaller! February 2009 can't come soon enough!

Population growth in the Northwest and its accompanying industrial development is an ever increasing problem in relation to its impacts on the Columbia River Basin, fish, wildlife, water and the overall environment! The West is the fastest growing region in the United States. Growth rates in this area are expected to be from 0.3 to 1.6 % per year until 2040. More babies were born in 2007 in the United States than any previous year in history. Along with large immigration totals that does not bode well for the Columbia River salmon and the environment in the future.

Editor - Jon Westerholm

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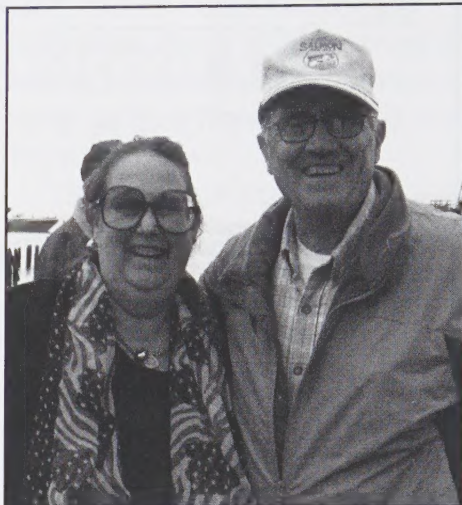
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Short end of the Stick



*Jack Marincovich with
Astoria Mayor Willis Van Dusen*



*Jack Marincovich with
Oregon Senator Betsy Johnson*

I have been taking part in Columbia River compact meetings for a long time. Maybe too long? After a meeting many times, my fishermen ask me why when it comes time to share up the harvest we get the short end of the stick? I asked our attorney that question and he said it's a numbers game and we are the small number.

Managing a fishery in this way is not good for the fish, the commercial fishermen or the consumer. The fish run's are also going to suffer and there is a huge waste of the resource. When the main Columbia had a large run returning and the Willamette run coming back in small numbers to everyone's surprise the sport fishery was allowed to fish seven days a week on a run that needed full protection. The only protection for the run was keeping the Commercial Fishermen off of the Columbia River downstream from Kelly Point. The end result was that the Willamette

came up way short of it's escapement needs. If that is the way that the fish runs are going to be managed in the future there will be a lot of fish runs in trouble.

Sockeye returned in record numbers in the month of June the largest run in the last fifty years. But for some unknown reason the commercial fishermen were locked into a one percent impact, which allowed 200,000 fish to go up to the upper Columbia and a hand full to the Snake when only a third of that would have taken care of all the needs for the Upper system.

Continuing to spend money on building up these runs to numbers that allow harvest and then when they do come back in large numbers we are not allowed to harvest them is just a waste of a Natural Resource.

*by Jack Marincovich
Executive Secretary,
CRFPU*

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Dear Jon,

Just a little gift to help keep the Gillnetter going. I really enjoy getting the Gillnetter even though some news is very sad.

Hope you keep up the good work! Thanks.
Harold Stensrud
A.H.S. Class of '48
Hermiston, OR

• • • • •

Hi!

I appreciate very much receiving the Columbia River Gillnetter. Thank you.

Since my husband Luka Radich died, this keeps me up on the fishing industry in the area and news about our fishing friends.

You're doing a great job.
Karen Radich
Warrenton, OR

• • • • •

Columbia River Gillnetter,

I was born in Astoria in 1919. I had a wonderful time. I was born on Irving Ave. Now it is a Bed & Breakfast. Spent a lot of time at the Booths Salmon Cannery. My mother was Julie Selbeck and she worked for many years at the Booths Cannery, also at C.R.P.A. Plus she worked at Pillur Rock Salmon Cannery.
Borghild Coleman
St. Helens, OR

• • • • •

Editor,

Thanks for the great publication with its news and historic pictures. We really enjoy it. Keep up the good work.

Phil & Ricki Peterson
Siletz, OR

• • • • •

Hi Jon,

We enjoy reading stories by and about people we knew. Keep up the good work!
Dave & Lynne Leuthe
La Cross, WI

Hello Jon,

I received my copy of the Gillnetter yesterday and have practically devoured it! I read it from end to end, for I find its pages are full of names and places that jog my memory.

I was surprised to find the obituary for my cousin, Norman Welch, on page 36 and appreciated the history of his life.

I was surprised, and pleased, to see the letter from my friend, and former boss, at First Interstate.

Kathleen Kulland
Gresham, OR

• • • • •

Dear Gillnetter,

I would like this donation in memory of my dad, Burtell Anderson. He was a gillnetter on the lower Columbia River out of Skamokawa. My mother gives me the CRG when she gets it and I pass it on to some of my friends. I always look forward to the next edition.

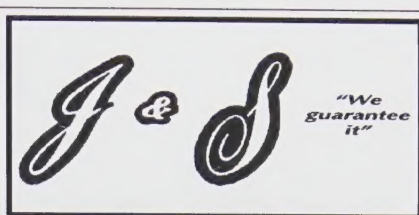
Keep up the good informative work.
Jim Anderson
White Salmon, WA

• • • • •

Editor,

Just wanted to tell you that my husband of 30 years, Bob Driscoll, passed away in June of 2007. He was a long-time fisherman and netmaker. We moved to Alaska to be near the kids after retirement a couple of years ago. I know he had been in the Astoria area for about 40 years and knew all the fishermen. He enjoyed your magazine a lot and always passed it on to others up here.

Thanks.
Beverly Driscoll
Seward, AK



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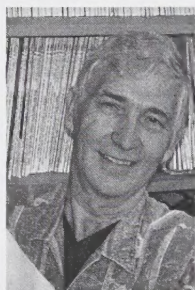
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Passing the Torch

Select Area Fishery's Report

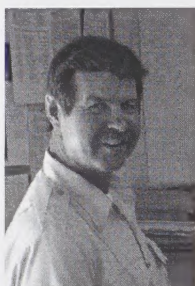
The end of June 2008 marked 'The Changing of the Guard' for three men who have played significant roles in the production and protection of salmon in the Pacific Northwest. We want to take time to recognize them for their contribution to the ongoing salmon saga, particularly their impact on the SAFE (Select Area Fisheries Enhancement) Program.



Tod Jones joined the Clatsop County Fisheries (CCF, formerly CEDC) program in 2001 as project manager. Tod brought over 20

years of experience rearing salmon in Alaska, as well as vision and a "no status quo" attitude. Tod immediately saw the need for program upgrades to the South Fork Hatchery facility as well as a need to upgrade the low pay for the fisheries technicians. Both were accomplished, and the hatchery is still undergoing improvements with more in the planning stages. The new water diversion system at the South fork discussed in the last issue of this publication was a feat in itself as Tod was able to bring several government agencies and private entities together through the lengthy and complicated process of in-water work and permitting to remove the outdated dam structure and improve fish passage on the South Fork Klaskanine River. Tod also worked tirelessly for salmon in the arena of advisory committees

and boards. He will continue to work for the benefit of the salmon resource now as a private citizen and leaves the project in able hands as he passes the torch to Steve Meshke, who will be wearing two hats now as Natural Resources Manager for county parks and the fisheries project. Steve comes with high recommendations from his years of service with County Parks and was welcomed aboard July 1.



Alan Meyer of Big Creek Hatchery enters a much deserved retirement after a 31-year career with the Oregon Department of Fish and Wildlife (ODFW). He managed four hatcheries in Oregon; Klamath, Klaskanine, Cascade and Big Creek. Alan's ten years at Big Creek were a time of close partnership and teamwork with the SAFE project because of its SAB fall Chinook (select area bright) and coho production. Big Creek and Klaskanine hatcheries and CCF worked closely together to build the SAB broodstock program begun by Jim Hill in the mid-80s. In 2006 that program was transferred over entirely to CCF. Klaskanine Hatchery is under the management of Big Creek Hatchery and the three facilities continue to cooperate closely with annual coho production into the SAFE areas. Harley Miethe is serving as interim manager at Big Creek until that position is opened for recruiting.

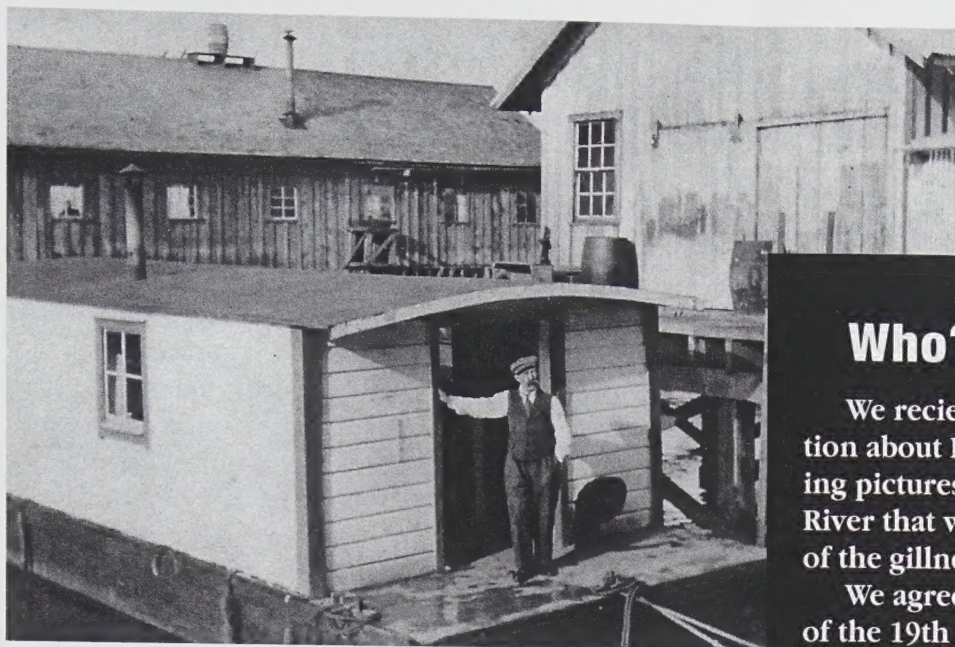
And last, by alphabetical order only, we say goodbye to

Marc Miller,

SAFE program manager for Washington Department of Fish and Wildlife (WDFW). Marc logged in 30 years with WDFW and came on board SAFE in 1993 when it was the Columbia River Terminal Fisheries Research program. As one of the original three SAFE program managers that included Jim Hill of CCF, Paul Hirose of ODFW and Marc of WDFW he helped to pioneer a 'concept' into a successful and viable program that provides fishing opportunities for both sport and commercial fishermen at the same time that it protects threatened and endangered species returning to the Columbia River. Marc's torch is being passed on to Ron Roler.

Kudos to all three men as we thank them for their years of effort and expertise. We're sure to continue to benefit from their commitment to salmon and wish them all good health and long life. More kudos coming as baby boomers in the fish community enter those 'golden years' (rumor has it that Roger Warren of Gnat Creek Hatchery is eyeing a retirement date).

by Toni Methe



Who? What? Where?

We recieved very little new information about Larry Perterson's family fishing pictures from the lower Columbia River that we ran in last winters edition of the gillnetter.

We agree that it comes form the turn of the 19th century, or shortly there after, with early Motorized Gillnet boats and large floating building that were most likely related to a seining operation.

Any further ideas or thoughts, please contact Larry or the Editor.

*Photos, Courtesy of
Larry Petersen*



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Salmon For All News

The Columbia River Salmon Visioning Process & Spring Salmon Allocations

Columbia River Salmon Fishery Stakeholders Process Abandoned

During the year 2007, the Oregon and Washington Departments of Fish & Wildlife began a series of stakeholders meetings in an attempt to move the acrimonious debate over spring salmon allocations out of the Fish & Wildlife Commission hearings and into facilitated negotiations. Oregon Chair Marla Rae came up with the idea of replacing the "battle royal" in the Commission hearing rooms with collaborative solutions to the thorny issues of allocations between recreational and commercial user groups. Those of us on our side of the debate thought it was a good idea at the time, and most of us probably still would say so, even if the attempt was doomed from the start, as is now plainly evident. It was clear from the outset that at least some of our adversaries had no intention of acting in good faith.

For our part, we have continued to do our very best to stick to the high ground, which has not been made any easier when confronted with distortions of the real facts, half-truths, and downright lies. The justification for eliminating the gillnet fishery is always said to be for reasons of conservation, which is patently false.

The Columbia River salmon fishery is already one of the most highly regulated in the entire world, managed according to the strictest conservation principles under the Endangered Species Act and the US vs. Oregon accords. During the spring fishery this year, as well as the summer and fall Chinook fisheries last year, our fishermen stayed well within their allotted impact guidelines, despite run-size downgrades mid-season. In all three cases, the sport fishery exceeded its allotted impact guidelines, and by a significant margin. In fact, the argument can be made the gillnet fleet is demonstrably more selective and conservation based than is the recreational fleet, and not the other way around.

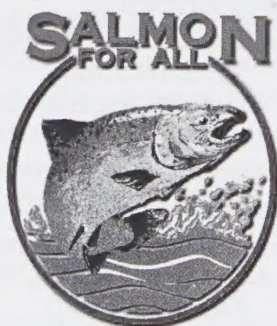
The issues of selectivity and the relative incidental mortalities of the different types of gear used in the Columbia River fishery is one of the widest gulfs separating the sectors of the Columbia River salmon fishery. The numbers attributed to gillnets and tanglenets are based on research data. The mortality rate for the tanglenet was lowered this year from 18.5% to 14.7%, because of previously undisclosed PIT-tag data collected in 2003. Of that 14.7%, 2% is due to sea lion predation. The 10% hooking mortality rate assigned to the recre-

ational fishery is based on "a survey of the literature done about twenty years ago." The hooking mortality rate is not based on data at all, nor does it account for sea lion predation.

This year during the spring fishery, both fleets fished in the exact same geographic location, on the same run of fish. The mark rate reported by the commercial fishery was 3.65 ad-clipped fish for every unclipped fish, which corresponds to a 78.5% mark rate. The mark rate reported by the sport fishery was 6.47 adclipped fish for every unclipped fish, which corresponds to an 86.6% mark rate. How can that be?

The statements released to the press by the Northwest Sportfishing Industry Association (NSIA) and the Coastal Conservation Association (CCA) made it clear there will be a push during the next legislative session either to eliminate gillnetting entirely, or to confine the gillnet fishery to the Select Areas permanently. The cynicism of this agenda is made clear by the fact that those who propose to do this are the very same individuals who have opposed continued funding for the Select Area Fisheries Enhancement program in the past. This proposal is the moral equivalent of American federal Indian policy of the 18th, 19th, and early 20th centuries. It starts with removal, followed by starving them until they're gone. They know it, and so do we.

What happens next is not entirely clear. That there will be a legislative battle is probable. That we will need to gird ourselves for another bruising battle before the Commissions over spring allocations is crystal clear. Quite possibly, there will be another



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run at the ballot box. In a year when there has been very little fishing opportunity afforded to our fish-ermen, it is going to be difficult to persevere. But now more than ever, we need your continuing support. We know that our fish-ermen serve the vast majority of the general, non-fishing public. Without a continued commercial fishery, many consumers will lose access to the fresh, wholesome Columbia River salmon that our fish-ermen catch for them.

Whatever Happened to the Salmon For All Hotline?

The Salmon For All Hotline for recording Compact Action Notices for the past several years has been hosted by the North Coast Phone & Computer Center, which has discontinued operating voice-mail and messaging systems. As a result, our 503-717-4550 number to get the latest scoop on Compact Actions is no longer operable.

Our attempts to figure out an affordable alternative through Qwest simply were not successful. The cost for continuing the Hot-line service was going to triple at a time when poundage contributions have been minimal at best. However, there are several alternatives still available for you.

Both ODFW and WDFW maintain hotlines for Compact Action Notices. (They do require the patience to get through the agency phone tree.) The Oregon number is: 971-673-6000. The Washington number is: 360-902-2500. For those with access to the Internet, Salmon For All will continue to distribute Joint Staff reports, Fact Sheets, and Compact Action Notices by email. Just email us at salforal@pacifier.org, and we'll add you to the email distribution list.

Compact Action Notices and Fact Sheets are also posted on the ODFW

and WDFW websites. We have a hot link on www.salmonforall.org that will take you directly to the Oregon listing. (There are, however, occasional differences between the Action Notices distributed by the two agencies.)

Your local processor or fish buyer can also supply you with a printed copy.

Fall Chinook

From the Joint Staff — ODF&W/WDF&W

Fall Chinook generally enter the Columbia River from late July through October with abundance peaking in the lower river from mid-August to mid-September, and passage at Bonneville Dam peaking in early September. Columbia River fall Chinook are comprised of 5 major components: Lower River Hatchery (LRH), Lower River Wild (LRW), Bonneville Pool Hatchery (BPH), Upriver Bright (URB), and mid-Columbia Bright (MCB). The LRH and BPH stocks are called Tules and LRW, URB, and MCB stocks are Brights. Minor components include Lower River Brights (LRB) and select area Brights (SAB) in Youngs Bay.

The largest group of fall Chinook above Bonneville Dam are the URB headed for the Hanford Reach section of the Columbia. It is

ironic that this undammed stretch of the river, because of the Federal Hanford Nuclear Reservation, contains the most prolific natural spawning stock of the entire basin.

The total 2007 Columbia River fall Chinook return of 219,600 was 43% of the recent 10 years average of 510,600. The 2007 URB return of 114,500 was 48% of the recent 10 year average of 237,100. Returns of SAB Chinook totaled 6,500 which are greater than the 10 year average of 5,300.

The total adult return of fall Chinook in 2008 is forecast at 376,800 which is 170% greater than last year but still only 75% of the last 10 years. The URB forecast is 164,400 which is a sizeable gain from last year. The SAB forecast of 9,800 fish is also a large gain over last year.



The Butterfly Fleet

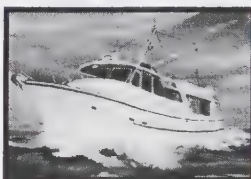
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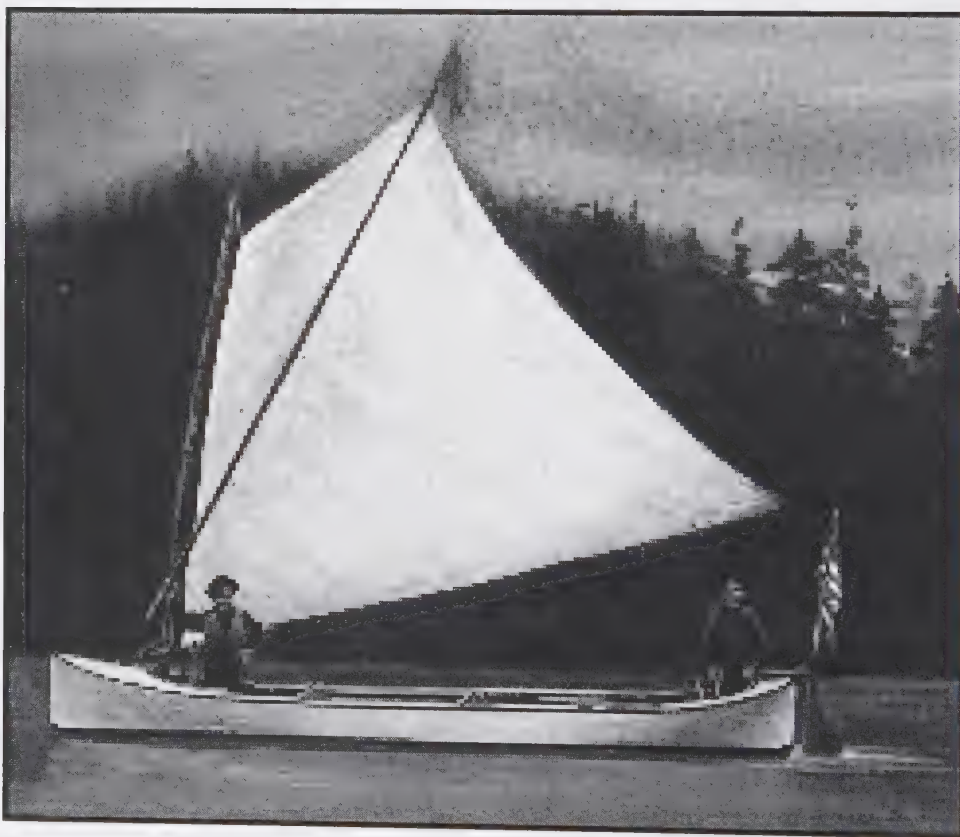
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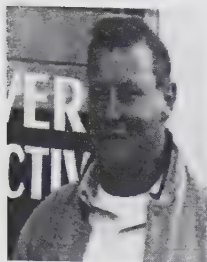
With this issue we begin a new artistic view on boats involved in the Columbia River & Pacific Ocean Commercial Fishery.

We feature Marine Artist Diana Johnson

See actual paintings at CRFPU office.



Where Are They Now?



George Siverson

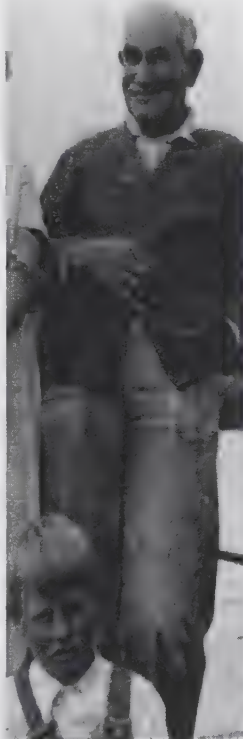
George Siverson can tell a very exact story about one phase of harvesting salmon on the Columbia

River. I am referring to traps as his father Chris had the very productive Woody Island trap. It was located in mid river between Aldrick Point on the Oregon side and Jim Crow Point on the Washington side, next door to the Jim Crow Sand Seine grounds and Woody Island. George later was a gillnetter after the traps & seines were outlawed in Oregon in the early 50's.

George and his dad, Chris Silverson became good friends with Tim Driscoll at Woody Island so he had some time as a youngster to pick up pointers from the old boat building. Growing up in this atmosphere, he has quite a background and understanding of traps, seines, and of course, Gillnetting.

He now lives in Astoria in retirement with his wife Almeda. Together they are part of several philanthropic organizations in Astoria and the Lower Columbia area.

Interview with George Silverson
Editor Jon Westerholm



Gilbert Fowler

For a man who just turned 92, Gilbert Fowler is still quite active. He has spend his whole life in an around Kelso and Longview and on

the Cowlitz and Columbia Rivers. He remembers the days when the so-called planned city, Longview, was just a dream. His early days were spent in the family float house on logs in the community of LaDu.

Gilberts ancestors had settle on farmland in that area around a body of water that today is Lake Sacajawea. In those days it was known as Fowlers Slough.

After growing up he was involved in several different jobs around the area, it was natural that eventually he would become a gillnetter. His dad had done some commercial fishing and living around

the salmon producing rivers of the area, he soon had a boat and nets of his own.

His wife Betty joined him on the boat and soon was hanging nets for him and other fishermen. Their home quite often would have nets in various stages of construction spread out on the floor. "That's how she bought us some of our school clothes," daughter Patricia Tolbert said. After 68 years of marriage, Betty passed away in 2006.

Gilbert was a longtime member and supporter of the Columbia River Fishermen's Protective Union as is his son Russ who now helps carry on the gillnetting family tradition. Gilbert continues to carve miniature boats, whittling he calls it, in his spare time. He completed a nice one for daughter Jennie Spicknall and has done many others. He is already looking forward to his 100th birthday.

What Happened To The NAHCOTTA?

We are still looking for further information about the Nahcotta, the steamer that provided passenger service across the Columbia river from Astoria to Gegler, Washington at point Ellice, connecting to the long beach peninsula via the Loomis RR (OR&N) from 1908 until 1921.

The "Bones", or remains of a craft, that are rotting and rusting away at the mouth of Brownsport slough, on marsh Island, still leave us with a shortage of answers

Dick Thompson, Author of our front page picture story, in the last issue of the Gillnetter, and the editor have not given up hope of coming up with some more knowledge of the mystery of the Nahcotta.

If you any thoughts, ideas, or actual information, please contact Dick or the editor.



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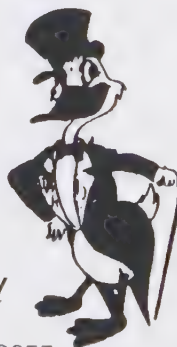
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After over 60 years of fishing the North Pacific Ocean, the classic double-end troller, PETREL, was restored by Scott Robinson and his wife, Sherrie, of Coos Bay, Oregon. They purchased the boat in 1994. It took them 5 years to retro fit the proud old 42' commercial troller from Astoria into a beautiful recreational cruise boat. It was launched the second time in 2000 at Charleston, Oregon.

The original owner of the PETREL was Matt Sorvaag, an accomplished sailing vessel crewman from Norway. This was his first and last venture into commercial fishing. He died at sea in 1950.

The PETREL was first powered by a 3 cylinder, 30 horse power, Atlas Imperial diesel engine. The Atlas was the engine of choice in the early days. It had been replaced by a 371 Jimmy diesel that Robinson in turn



replaced with another overhauled 371. It runs like a top now and will take us anyplace we want to go.

The "new" PETREL was purchased in 2006 from the Robinson's by Chris Grace of Port Townsend, Washington, and the venerable boat now is at home in Puget Sound. Grace makes two comments about the craft in the two years that he has had it. He has

confidence to go wherever he wants and it becomes a major topic of discussion when and where he does.

*Information from Lee Makovich,
The Fishermen's News*

Editor - Jon Westerholm

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Reminiscences and Recollections by Eldon Korpela

From the Columbia River 1885



Eldon's grandfather, Matt Korpela, was instrumental in the founding of Union Fishermen's Cooperative Packing Company, after the big strike in 1896, and was on the Board of Directors for many years.

Matt Korpela put down these remembrances later in a letter to relatives in his native Finland. The title to the "History of the Gill-netter" video comes from this letter "Work is our Joy".

In those days all the fishing boats were equipped with sails, two men per boat. The nets were hand-made. The boats were not equipped with any kinds of lights. Still, accidents caused by this were very rare. But when the storms came up on the river, boats were blown over and many fishermen drowned; some summers more and some summers fewer.

In 1896, fisherman started fishing at the mouth of the Columbia River, where the river flows into the Pacific Ocean. It was a rich fishing area, but fishing there was also very dangerous. The catches were good, but often there were disappointments. The author of this remembers forever a morning of one midsummer fishing season when, in the cross swell, seven boats sunk with several men drowning and my fishing partner was one of them.

The main reason for this dangerous fishing was money. Among the fishermen a saying originated: "Salmon head is worth a dollar, but a man's head is worth nothing."

Looking at present day gillnet fishing, all the boats are equipped with gasoline engines, complete electric and other kinds of lights. So the original sail-equipped gillnet boat is a memory from the past.

Just as in other small and large enterprises the workers have had difficulties and labor struggles, so did the Columbia River fishermen organize a strike in 1896. The strike lasted two months and ten days. The cause

for the strike was that the fishermen's union asked for the price of 5 cents per pound and the cannery owners offered 4½ cents per pound. In those days almost all the fishermen belonged to the union of the fishing district. Therefore, we believed strongly that our demand would win. But we were bitterly disappointed. After we had patiently and faithfully endured the struggle of the strike, we ran out of food. Then we were forced to go fishing at the price the canneries offered, 4½ cents. But when the canneries had got us fishing on the river (there was a lot of fish in the river), they lowered the price almost immediately down to 2 cents a pound and set a limit of 500 lbs. for each boat.



Union Cannery Board of Directors, 1946 - Left to Right: Ilo Penttila, Matt Korpela, Andrew Markus, Uuno Koskela, Carl Moberg, Charles Anet, Uuno Sjoors, Thomas Jorgensen and Anton Sorensen

This caused differences of opinion among the fishermen. Some gave up fishing, and others fished at the set price as there was no other work available at that time. The strike with its various phases was a learning experience in the rights of the fishermen. The unanimous decision, after deliberations among the fishermen, was: "Let's build our own cannery." The decision to set up their

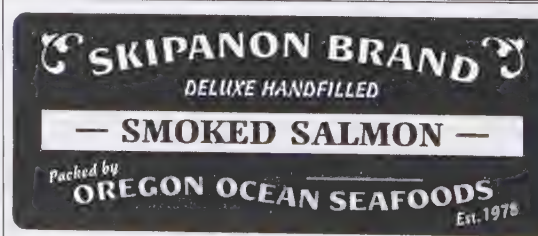
own cannery was endorsed enthusiastically by all fishermen, and it was built with unusual speed.

Our cannery was our spokesman, and it was called "Union Fishermen's Co-op Packing Company". The year of 1897 was the first year of operation and it was successful. The recognition for founding the cannery goes mostly to the Finnish fishermen. "It was one of the best happenings in the fishing industry." After our cannery was founded, there were no big strikes, some small ones, but they passed peacefully. The Union Finnish fishermen's cannery has been, since its foundation, one of the best enterprises in this area, both for the fishermen and the whole town of Astoria and its inhabitants.

In our family there is a saying: "Beginning is always difficult, Work is Our Joy, and industry overcomes bad luck." And this is true in the full meaning of these words. At the time the cannery was founded, times were hard as far as money was concerned. Few men owned one hundred dollars. However, one hundred men appeared as shareholders each paying \$100. So the financial foundation of the cannery was laid in the amount of \$10,000.

I have fished on the Columbia River every summer since 1895 and have followed up on the results of fishing and working of the cannery

every day up until the present. Fishing on the Columbia River and work in the cannery mean steady income for whole families. So my (I am already 70 years old) sons have fished regularly since quite young, 12 years of age, and also their sons, likewise our daughter's three sons. Thus this industry provides livelihood for three generations.

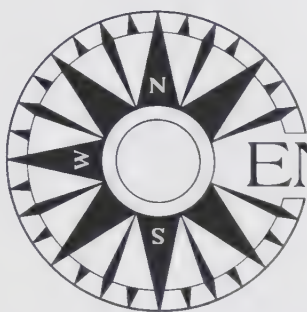
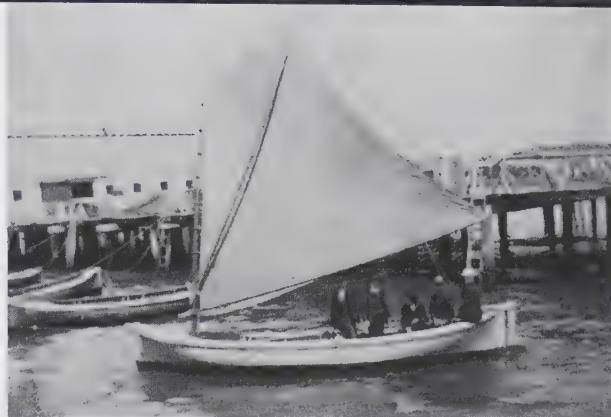


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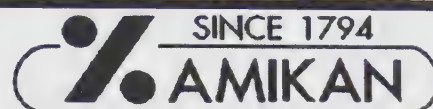


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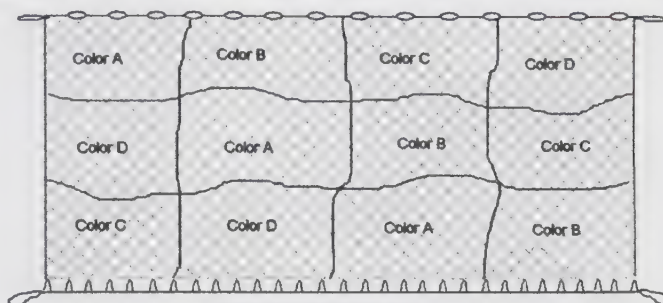
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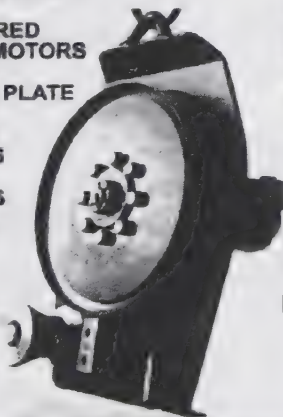
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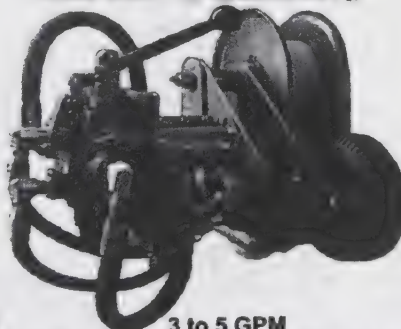
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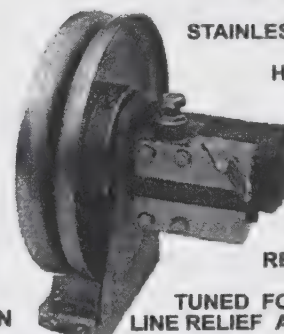
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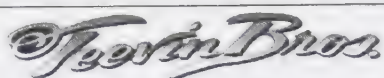
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News Briefs

U.S. Supreme Court Rules

In an extremely controversial decision the court slashed the punitive damage judgment imposed on Exxon Oil Company down to \$500 million. The original \$5 billion award from the guilty verdict at the 1994 trial in Anchorage, Alaska, was reduced to \$2 ½ billion by the 9th Circuit Court in one of the companies many appeals.

The High Courts judgment reduces the average 32,000 plaintiff's claim by 80% from \$75,000 to \$15,000. Some 1,300 of these fishermen with permits, crew members, cannery workers, and Native Alaskans live along the Columbia River here in Oregon and 5,000 live in Washington State. The court did vote to uphold the guilty verdict in the 11 million gallon North Slope crude oil spill in Alaska's pristine Prince William Sound in 1989, but sliced the judgment.

Bradwood Landing-LNG-on Fast Track?

Federal Energy Regulatory Commission will meet, discuss, and possibly vote on Northern Stars Liquid Natural Gas Facility at Bradwood Landing on the Columbia River in the near future. The possible vote by the 5 member FERC in Washington, D.C. is coming earlier than anyone expected, even the backers of the project.

Opponents of the proposal, with the possibility of such an

early vote for approval, are suggesting this as another move by the Bush Administration to put in place as many items as possible of his conservative anti-environmental programs before departure next year.

The State of Oregon has criticized the Federal agency for such a rushed l'aissez-faire approach, driven by politics and not regulations. Governor Ted Kulongoski's office points out that Northern Star still needs to meet Oregon's conditions of clean air, clean water, and coastal zone management rules before proceeding.

Population Growth & the Environment

The recent report by a panel of Western scientists, headlined in the N.W. Power and Conservation Council Quarterly, emphasized the dangers to fish and wildlife of the population growth in the Columbia River Basin. Human impacts, such as the development of towns and cities, large subdivisions, expansion of industries, as well as the dam building of the past, will have an even increasing negative effect on water quality and proper habitat for salmon and wildlife along our streams.

The cost of this development in areas so critical to fish and wildlife can be severe. We must do a better job of incorporating these related problems into our planning for the future, and extending education about them to the populace. Good land-use planning is a must.

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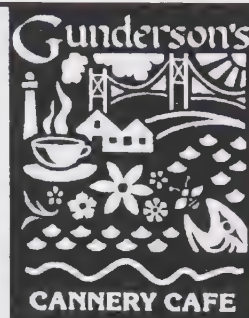
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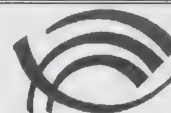
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Big Creek Hatchery

Over 50 years ago a private commercial fish hatchery was established near the settlement of Knappa in northwest Clatsop County, Oregon. It was approximately three miles from the Columbia River, strategically located for a fresh water supply where tiny Mill Creek emerged into a stream the Indians called Tillasqua. It was pronounced either Tle-su-ay or Tle-squaw and at one time was fondly referred to as Tillie-anna by area residents. Now, known popularly as Big Creek, it is a salmon and steelhead stream of considerable fame.

Today, on the same site, is located one of the state of Oregon's largest fish rearing stations still using a portion of the original water supply, but now producing quantities of fish for commercial and sport fishermen, and fingerlings for the repopulation of other streams. Used initially as a trout hatchery, it is located just below Big Creek Canyon in what was at one time a natural park and mountain ranch.

In 1980, Big Creek Hatchery was ranked fifth in the production points among the 32 state-owned hatcheries. A system using categories such as pounds of production, numbers of eggs taken, disease problems and other information is used to determine this rank.

The hatchery site was originally used for ranching. In the late 1890's, the land was owned by J.D. McFarlane of Knappa. Somewhere in the early 1900's, the Takalo family purchased the property. In 1910 E.L. and Ethel Lisenby purchased 17 ½ acres which they sold in 1925 to L.W. Hickey, then resident manager of the Oregon Fish Commission's Klatskanine Hatchery. An additional 1 ½ acres was acquired by Hickey from

Big Creek Logging Company whose first camp had been located just above the ranch. By 1934 Cy Havlick, a music teacher at Knappa High School, was in charge of the hatchery. Also in 1925 Jacob and Mary Sture, owners of the acreage north of the hatchery, dedicated to the public

In 1980, Big Creek Hatchery was ranked fifth in the production points among the 32 state-owned hatcheries. A system using categories such as pounds of production, numbers of eggs taken, disease problems and other information is used to determine this rank.

for use as a road, a strip of land on the west side of their property. The Ritter Road ran parallel to and east of the logging railroad and is still the main entrance to the hatchery.

Cliff Ritter, his wife Clare, and daughter Jean, moved to the Tillasqua River Fish Station in November of 1938. It had been leased from Hickey by the OFC. There were no useable buildings for fish rearing left and they made their home in a house probably left over from the logging days. The rear section of the T-shaped building, used as their kitchen, had a large ring attached to the roof. It was apparently a former filing house ready to move whenever necessary.

A member of the Oregon Fish Commission staff since 1936, Ritter had considerable experience with hatchery operations; first in Little White Salmon, Washington, next in Alaska, and then at the OFC's Trask River Station. He was prepared both in expertise and disposition for the vagaries of weather and supplies that were to accompany the first difficult years at Big Creek. For four years, his only assistant was his wife. However, the obstacles to development, primarily lack of funding, were approached by the Ritters with humor, persistence and ingenuity.

According to correspondence, the site of the hatchery was not definite by the end of the first year and Ritter was encouraged to search the "Tillasqua" for other likely sites. In the meantime, negotiations were continuing with Hickey and in 1940 it was decided at an OFC meeting to purchase the acreage for \$5,000. According to a newspaper article, Hickey had recently reduced his price from the \$7,500 suggested by independent appraisers. Also, the Columbia River Packers Association had offered to advance the funds on a five-year contract as the Fish Commission did not have the money. In the 1941 the state officially purchased the hatchery land from the Packers association.

During the 1938-1942 years, the big event was building the first salmon rack. After Ritter had built 6 tripod "horses" for the rack support, he was allowed to "rent" neighbor Fred Sture and his horses to haul them to position in summer low water. After he had built the rack, he wheel-barrowed large rocks across the rack to fill the "horses".

Development of the hatchery

during the war years was hampered by shortages and priorities as well as lack of manpower. In 1942 the first permanent employee, Halley Johnson, was hired. Ritter and Johnson continued the fish-rearing operations, cleared land of the ever-present blackberries and alders, and managed to build a new house for the Ritters (despite scarcities of nearly everything) and remodel one for the Johnsons. The house they built is still in use, but all that remains of the early hatchery building is a small grinding house on Mill Creek.

Until the late 1940's, the logging railroad was still in operation. "Speeders", open cars similar to trolleys, ran the children from Camp 3 to and from the county road (now Hillcrest Road) to attend school. On weekends, loggers and their families rode the speeder to the road where they rented garages for their cars. Jean Ritter was a school-day passenger, catching the speeder on the track above her home.

Many local people helped with the building and development of the Big Creek Station. Bulldozer operator, Dale Estoos, was mentioned often in records. "Pappy" Heilman worked at the hatchery also. After 1942, when Ritter was allowed to begin a small hatchery crew, he always tried to hire local men: Francis Bagley, Charlie Sture, Al Simukka, Red Vanderberg. After the Fish Commission began transferring men, that was not always possible.

In 1941, Ritter arranged with Harold Bjork, Knappa utilities manager, to run a telephone line to the hatchery using existing trees as poles. The charge was \$2.50 a month, including the line. For \$2 a month water was supplied to the houses by the Knappa Water Company, whose water source was also Mill Creek. In the fall of 1944, kerosene lanterns were finally put away when Pacific Power & Light was persuaded to provide electricity to the station.

Somewhere in the mid 1940's, the OFC gave up on using the name Tillasqua and records list the hatchery as Big Creek. In the meantime, fish production continued as the vital function of the hatchery and it was termed "one of the major fish rearing

River Rehabilitation Program.

In the late 1950's, the Oregon moist pellet was developed by the Oregon Seafood Laboratory in Astoria. Big Creek was one of the first hatcheries to use this fish food which is credited with re-establishing the silverside salmon run in the Lower Columbia.

Since the early 1950's, Big Creek cooperated in various fish studies and used local help to mark the fish. The original marking crew Clare Ritter, Anna Sarkie, Eleanor Elliott, Betty Van Osdol, Jennie and Ardelle Backanen and Bernice Simonsen, remember particularly the dirt floor of the original hatching house. This was because they spent so much time there chasing the lively, slippery fish.

Later, the fingerlings were sedated by using an anesthetic in the water before marking. In 1968 the traditional marking crew was replaced with wire-tagging, an operation which used only one person and carried on from a trailer moved from hatchery to hatchery. Mrs. Ritter was the first wire tagger

in Oregon. Mobile tagging units, employing up to 10 taggers during two shifts a day, are now in operation throughout the state, doing adipose fin-clip marking.

In 1963, after a quarter of a century successfully dedicated to building a fish station, Clifford Ritter retired from hatchery operations. The family now included sons Bill and Norman, who from an early age had fed fish, picked eggs and still found time to enjoy the special hatchery surrounding, daughter Jean had married Quenton Smith, who later became

The following history of the ODF&W (Oregon Dept. of Fish & Wildlife), now and OFC (Oregon Fish Commission) then Big Creek Hatchery, first appeared in the September 1980 issue of the Knappa area publication, Alder Patch. Its author was Bev Zurcher with contributions by local residents Clare and Bill Ritter, Jean Ritter Smith, Joel and Anna Sarkie, Ray Sheldon, Edith Morrice, and Anne Knowles. Jean Ritter Smith, daughter of initial manager, Cliff Ritter, has added and edited from the story in this 2008 version.

Jon Westerholm, Editor

stations of the entire Oregon program" in a newspaper article.

In 1952 plans were announced to spend \$200,000 at the Big Creek Station providing an additional 9 ponds, a new hatching house, a refrigeration building, a garage and shop building and two residences. Prior to that, in 1951, \$75,000 was spent on a new water supply, 12 new ponds, raising the sides of the existing ponds, plus construction of permanent fish racks for egg-taking purposes. Funds for the 1952 project were from the federal governments Lower Columbia

manager of the Oakridge Hatchery and the North Fork Nehalem Hatchery.

Second manager, Vernon Knowles, his wife Anne, and four children, moved into the manager's house at Big Creek two days after Christmas in 1963. He was to oversee the operation for 10 years, a time of tremendous egg harvests and increasing popularity of the stream for steelhead fishing. In 1971, the fall take of Chinook eggs was over 30 million, requiring around-the-clock work by the hatchery crew to handle the fish. Other hatcheries sent crews to relieve the Big Creek staff. Knowles was instrumental in the organization of the Neighborhood Youth Corps Program at Big Creek, giving local young people the opportunity to work and learn hatchery procedures. The Knowles years were also remembered as a decade of children at Big Creek with as many as 17 youngsters living there. The hatchery grounds made ideal playing fields. Sufficient housing was available for the families as another house had been built in 1957. In the mid-sixties, the water line to Mill Creek was replaced due to old age. In the early seventies, a particularly heavy rain caused high water that left a large log jam just above the hatchery in Big Creek Canyon. It caused considerable concern before it was dispersed by loggers.

A new superintendent, Ray Sheldon, his wife Betty, and three children (including son, Dave, who is on the ODF&W staff at Gnat Creek Hatchery), arrived at Big Creek in July of 1973. Sheldon, a 20-year veteran of hatchery work, found the Big Creek hatchery could produce headlines as well as fish. Thieves raided a holding pond in October of 1973 making off with a small number of marked

Jacks intended for a research project. Newspaper articles reported that the thieves were apprehended. Less than a year later, Big Creek was again "in the news" when striking gillnetters picketed the hatchery to prevent an Astoria cannery from picking up surplus salmon purchased from the state at a lower price than paid to commercial fishermen. A picture of the picket line made the front page of Oregon's largest newspaper. In the meantime, hatchery production was high and release of fingerlings was reported in May of 1974 at a yearly-total of 840 thousand silvers, 6 million fall Chinook and 57 thousand steelhead.

December 1974 was newsmaking time again when a large mud slide dirtied the waters of Big Creek angering steelheaders and endangering the hatching of eggs both in the troughs and in the stream. Heavy rains had brought soil down in large amounts from the top of a quarry in the canyon above the hatchery. The situation was resolved when the companies involved with the quarry moved the soil away from the edge of the canyon.

A new rearing pond was constructed in 1975, and in the same year a project to restock the Tualatin River with Coho salmon was started. Fish hatched at Big Creek were transported to a pool below Scoggin Dam near Forest Grove. When the fish returned to the dam, they were trucked to the upper Tualatin to spawn naturally.

In 1977 a bid was let to log considerable timber from around the hatchery, "letting the sunshine in" and reducing tremendously the dampness of the hatching areas. A few years earlier, Big Creek above the hatchery had been designated a Wild Stream eliminating any transplanting of fish

to that area. This change resulted in a large decrease in the disease problem among fingerlings at the hatchery.

A new house was built in 1978, for a present total of 5 houses and 2 trailer houses for personnel. The Big Creek facility was again featured in headlines in August of 1980. This time hatchery birds were the subject of the story appearing in the *Oregonian*. Large numbers of Blue Herons, now protected by federal law, were preying on fingerlings in the rearing ponds, and the article was about the methods used to attempt to keep the birds away.

Those who have lived at Big Creek Hatchery during the many years of its existence remember fondly many of the same things.... the abundant and nearly tame elk and deer, the lush garden spot on the hillside below the houses, the old apple orchard, instant potlucks, blackberry picking; all part of a unique way of life. The hatchery program had had a considerable impact on the area.... jobs and income, the attraction to fishermen and tourists, and most certainly, the association with friends and neighbors at Knappa, Brownsmead, and Svensen.

Addendum by the Editor:

The Big Creek Hatchery today provides a very important contribution to the river salmon production as well as the Clatsop Economic Development council and its select area Fisheries Enhancement Program to increase economic opportunities on the Lower Columbia River, and to help make up for the salmon stock losses as a result of the hydroelectric dam program in the basin. This funding is provided through the Federal Mitchell Act by the Bonneville Power Administration.

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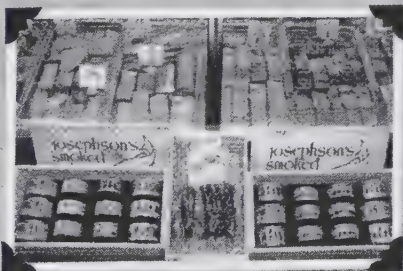


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Poets Corner Summer 2007



We feature fisher poem laureate, Dave Densmore, with two of his latest creations. Also with a contribution, Mike Josephson

WALK ON

*As I pulled up to the pump
To fill my truck with gas,
Couldn't help but wonder,
If this would be the last.*

*Watched that eagle
Lift from his perch,
Where he'd roosted so long
In his big old birch.*

*With some apprehension
I watched him rise,
And thought, how limitless
Were his open skies.*

*His master the wind,
Lifted him ever higher,
As I longed to follow
From down here in the mire.*

*Finally he soared
Right up out of sight,
Though I strained to follow
With all my might.*

*So guess I'll just walk on,
I can no longer afford, alas,
That soaring price
Of a tank of gas!*

Dave Densmore
Nov. 1/2007

TAKING IT ALL IN STRIDE

*Started hunting with my Dad
When I was very young.
It was mine, and I could shoot it
Though not much taller then that gun.*

*There was no place else on earth
I ever wanted to be,
Cause being off with Dad,
Always set my spirit free.*

*I learned so many lessons
When on the hunt with him,
And life's just one long adventure
More precious then the rarest gem*

*One of those early lessons
My Father taught to me,
Was that things usually aren't so bad,
It's just what you choose to see.*

*Sometimes slogging homeward,
Through howling wind and snow,
The distance ahead seemed
impossibly farther,
Then seven year old legs could go.*

*Coming home from those long bunts,
Too tired to even talk,
Thinking of the miles ahead,
Seemed farther than I could walk*

*He'd say, "Don't think about how
far home is,
Just pick a spot on up the trail,
Hike to it, then soon you'll find,
It's behind you without fail.*

*Then pick another spot,
Then another, then another,
And soon you'll find, you're there at
home,
Having supper with Mother."*

*Even when so damn tired
That I could hardly stand,
He never offered to carry me
Always treated me like a man.*

*Oh, there were times he carried both guns,
Or towed me home hanging to his belt,
But though hanging on,
still on my own two feet,
Was special pride I felt.*

*I treasure my Father's lessons
On how to deal with life,
And find, not expecting help
from others Gives pride,
and offsets a lot of strife.*

*So many things my Dad taught me,
That I follow as a man,
He showed my how to cope with life,
And take whatever comes to hand.*

*Cause sometimes life will
hand out troubles,
That make you feel beaten and alone,
But don't worry about moving
the mountain,
Just deal with it stone to stone.*

Dave Densmore
Feb 23/2008

Fishermen's Prayer

*The Lord is my Captain;
I shall not want.
He makes me sleep with the
tides on silver waters.
He casts my nets in the right places.
He restores my soul.
He navigates me through the right
channels for his name's sake.
Even through I sail through the
turbulent waters of the River bar,
I will fear no evil,
for you are with me.
Your oars and your pike pole,
they comfort me.
You prepare a drift before me
in the presence of those
Who would cork me.
You have laid my nets in
abundant waters;
My fish locker overflows.
Surely goodness and loving
kindness will follow me all the
Days of my life;
and I will dwell in the house
of the Lord forever.*

Do You Remember?

Christmas Eve. December 24, 1995?



On that date just over 12 ½ years ago, the 80 year old landmark Chinook Packing Company Plant burned to the ground in a spectacular fire in Chinook, Washington. It was clearly visible from across the Columbia River in Astoria.

The plant was processing Dungeness crab at the time and there was a 16,000 pound loss of this product in the fire. The fire broke out at 3:40 Sunday afternoon and firefighters were still spraying water on the debris Monday, Christmas Day. About 50 people were employed in the plant.

Two steel structured buildings were saved by the firemen, but the old wooden structure was a total loss.

The picture of the flaming plant was submitted by Ken Greenfield.

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Mystery Photos



How many of these Astoria High School "Fishermen" were also gillnetters?

The Astoria Basketball picture submitted by Eldon Korpela in last winter's Gillnetter leaves us with a little confusion. The coach in the photo, is definitely Martin Nelson who coached at Astoria high from 1921 to 1925 (4 years). He is generally

given credit for establishing the start of the "fishermen" dominance in basketball, during that time. He had one player that emulated this dominance by being selected twice to the state tournament all star team, 1922 and 1923. Algot "swede" Westergren went on to the university of Oregon where he excelled in basketball and was selected for All-American honors in 1927. He is not in the picture.

But we are not sure what year this picture was taken or what team it was. Uno Koskela, for instance, the large player second to the right of coach Nelson (back row) is listed on the 1926-1927 Roster, at Astoria high. Other prominent players during this time period, 1922 to 1925 were Ed Luoto, Arnie Kiminke, Ted Diamond, or Joe Saari, Ernie Calson, George Anderson, Fred Harrison, Barney Wallace, Don Larson, Dick Tennant, Carl Aase, Clyde Carlson, Charles Larson, Arvi Ostrom, Eino Puusti, Ken Wahl, John Coay, John Jarninen, Ken Luukinen, Ed Poysky, and Louis Ramond.

Eldon indicates that his uncle Wilho Korpela, from whose "stuff" this picture came, is the second player from the right in the middle row. And Dick Thompson identifies his relative, Wenzel Luthe as the second player to the right in the bottom row.

Many of these names are possibly and probably connected to the faces on our mystery photo. And a good share of them were or became Gillnetters.

Any further thought, ideas, or memories please contact Eldon or the Editor.



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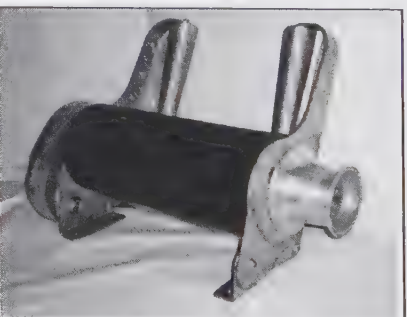
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Mystery Photos

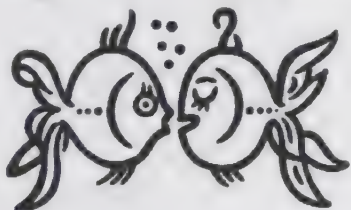


Can you identify the species of fish in each of these old pictures? The Gillnetters in the top photo and seiners in the lower photo.

Contact the Editor at:
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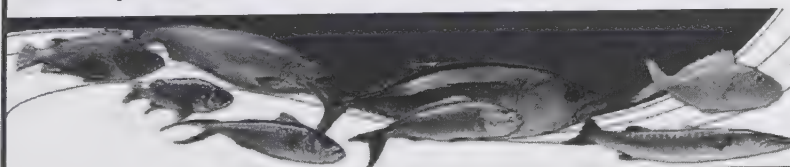
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Spiny Lobster
Squid
Surimi
Swordfish
Tilapia
Trout
Warm Water Shrimp
Yellowfin Tuna



Arvid North
*Lifetime Alderbrook
resident,*

Arvid North, was born and raised in Astoria, attended schools here and graduated from Astoria High School in 1941. He followed his father John North in building boats as well as his two uncles Herman and Alfred. He passed away June 9 of this year.

Arvid worked for many years at Alderbrook and Scandinavian stations and part of that time he was station manager first for CRPA and later Bumble Bee Seafoods. The final 5 years before retirement he spent at George and Barker Station working alongside such stalwarts as Roy Aspen, Ed Elliott, Max Schwartzenback and Earl Anderson. In retirement years he was a night watchman.

He was an avid duck hunter over the years and the family duck shack is located on Russian Island. His sons Richard and John will continue to put that to good advantage. He was very proud of his family and loved to tell stories about Alderbrook when he was growing up.

Information and photo credit to John North.

Do You Remember?



Tim Driscoll

Tim Driscoll had a long and varied career on the Columbia River and in the commercial fishing industry. Not only did he gillnet for salmon but he also built boats, Driscoll Slough in Wauna, next to the modern paper mill, is named after his earlier family. Tim's father was an Irishman and his mother, Native American, a granddaughter of Chief Concomely.

Although he lived much of his career on the river, at Woody Island, he also lived a lengthy time at Ilwaco. He became well known for his versatility in building boats of all different types for the different fisheries on the Columbia and Willapa Bay, and over such a long period of time. He went from double end gillnet boats, early in the 20th century, to oyster boats, to faster square stern gillnet boats in his later years, and many smaller skiffs and duck boats along the way.

He built a fast square stern gillnetter for Joe Goska of Knappa in 1951. Joe the perennial Regatta Gillnet boat race champion with his smaller boat, ran his new boat a couple of years in the race but was not able to win with it. He fished the boat for several years until his retirement.

Tim Driscoll died at somewhere around 97 years of age around 1970. George Siverson knew him well because of his Woody Island connection.

More of Tim Driscoll's background and career in a future issue.

Much of the above information comes from a letter written by Pete Heckes of Oysterville, Washington. Credit to George Siverson of Astoria, Oregon for information and pictures.

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A Wave Goodbye

David Dominic Tarabochia

Commercial fisherman, 56

David Dominic Tarabochia, 56, of Cathlamet, WA, died Friday, April 11, 2008 in Everett, WA., of natural causes. He was born Jan. 5, 1952, in Astoria, to Joe B Tarabochia Sr. and Olive (Goodell) Tarabochia. His father survives. His mother preceded him in death in 1978. In 1954, the family moved to Pleasant Point Road in Skamokawa, WA. He attended Skamokawa grade school. He played football, basketball and tennis at Wahkiakum High School, graduating in 1970.

Mr. Tarabochia was a commercial fisherman. He fished on the Columbia River, the Willapa and Puget Sound. He went crabbing in the winters along the Washington Coast. In the summers, he fished on Bristol Bay in Alaska from the time he was 14 years old. Eventually he owned his own fishing boat. He later went tuna fishing from the Washington Coast to Hawaii.

He was a member of the Catholic Church, the Chinook Indian Nation, Columbia River Fishermen's Protective Union, Alaska Independent Fishermen's Marketing Association and Salmon For All.

Family members said he enjoyed the outdoors. He loved deer, elk and bird hunting, fishing and clam digging.

He is survived by a daughter and son-in-law, Kristen and Todd Souvenir; two grandchildren, Shane and Peyton Souvenir; four sisters, Joanne Longtain, Francy Sweet, Karen Hanigan and Mary Gregg; five brothers, Joe Tarabochia Jr. and Tim, Terry, Tom and Dan Tarabochia; and a best friend, Herb Kerhli.

He was preceded in death by a brother and sister-in-law, Ron and Marilyn Tarabochia, in 1997; and a special friend, Myra Spears Mooney, in 1984. A funeral Mass will be held at 1 p.m. Wednesday at St. Catherine Catholic Church in Cathlamet. Interment will be at Fernhill Cemetery in Skamokawa. Dowling Funeral Home in Cathlamet is in charge of the arrangements.

James Raymond 'Jim' Johnson

Machinist and inventor, 77

James Raymond "Jim" Johnson, 77 of Astoria, died Monday, June 9, 2008, in Astoria. He was born Jan. 4, 1931, in Clatskanie, or Ole and Alette Lovisa (Hansen) Johnson. His parents preceded him in death.

He was raised and spent most of his life in Clatsop County. In 1950, he graduated from Astoria High School. Mr. Johnson became a journeyman machinist at Tongue Point Naval Shipyard. His career as a machinist was spent in the machine tool industry. He was an avid inventor; one of his inventions was the Johnson expansion shoe or "Mudshoe".

On June 23, 1953, he married Joan Haapala in Minneapolis, Minn. She survives, residing in Astoria. The couple lived in Portland, Salem, Berkeley, Calif., and Astoria. He was a life-long member of the Apostolic Lutheran Church.

In addition to his wife, he is survived by three daughters, Karen Drummond and Linda Johnson, both of Astoria, and Katherine Johnson of Helsinki, Finland; a

son, Daniel Johnson of Beaverton; three grandchildren, Jolene Johnson Mitchel of Portland, Adrienne Beach of Tacoma, Wash., and Elijah Johnson of Astoria; four great grandchildren, Krystell and Harmony Mitchell of Portland and Elijah and Caleb Beach of Tacoma; three sisters, Ruth Alcantara of Mount Lake Terrace, Wash., Mary Holmgren of Lynwood, Wash., and Mildred St. Martin of Pasco, Wash; and two brothers, Philip and Ben Johnson of Astoria. He was preceded in death by four brothers and three sisters.

Visitation will be held from noon to 5 pm Friday at Hughes-Ransom Cremation & Mortuaries, 576 12th Street. A funeral will take place at 1 pm Saturday at the Apostolic Lutheran Church, located at 10th Street and Irving Avenue.

Burial will be at Ocean View Cemetery in Warrenton.

Memorial contributions may be made to the Astoria Apostolic Lutheran Church, 92693 Sunrise Drive, Astoria, OR 97103.

Robert William Joki

Commercial fisherman, 81

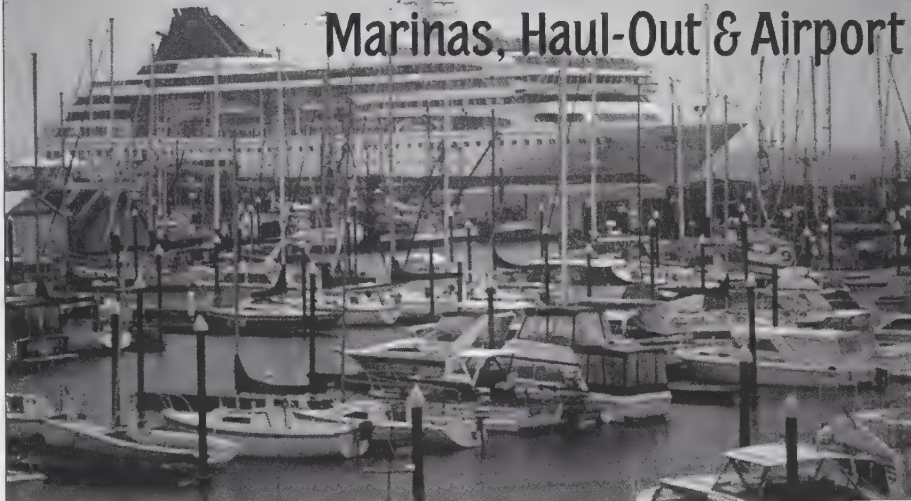
Robert William Joki, 81, of Homer, Alaska, formerly of Astoria, died Friday, March 7, 2008, at South Peninsula Hospital Long Term Care in Homer.

He was born Jan. 28, 1927, in Astoria, to Aren Adolph and Lydia Joki. He graduated from high school in Clatsop County.

During World War II, he enrolled in the U.S. Army, and for two years served as a military police officer overseas. After he was honorably discharged, he starting doing



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electrical work in marine construction for 12 years. He joined the International Brotherhood of Electrical Workers Local No. 48 in Portland, and was a member for 59 years.

On June 15, 1974, he married Naomi Bonny, in Tacoma, Wash. She preceded him in death in 1997.

The couple lived in Washington for 24 years, while Mr. Joki worked in construction in the winter and fished in Alaska in the summer.

He commercial fished in Bristol Bay and Cook Inlet, Alaska, and had more than 45 years of commercial fishing experience. He spent 35 years fishing for several canneries including the Bumble Bee Cannery. In 1978, he had a boat built for him in Seattle named the Kopy Kat. He also fished on the B-B boat and the Sol Vang. He moved to Alaska permanently in 1998. He retired from commercial fishing in the summer of 2000.

He was a member of the American Legion Post No. 18 for more than 73 years and the Veterans of Foreign Wars Post No. 10018 for 50 years.

Family members said he loved the sea and all it contained. He loved to eat Alaskan king crab and big Alaskan halibut. He traveled up and down the West coast from Washington to Alaska by vehicle and boat for 45 years. He was a violinist and outdoorsman and enjoyed all kinds of activities such as fishing for salmon and halibut, camping, hunting, boating and helping other people.

He is survived by two nieces, Darbie Mayberry and Carol Digmon, both of Tigard; a brother-in-law, Donald E. Hanson of Mount Hood; and three great-grandnieces and great-grandnephews in Tigard.

He was preceded in death by a sister, Shirley Hanson, and an uncle. A service will be held at a later date.

Arnie W Jarvi

Logger, 90

Arnie W Jarvi, 90 of Deep River, Wash., died Saturday, Feb. 23, 2008 at home.

He was born April 2, 1917, in Mayger to Arvid and Selma (Haataia) Jarvi. He received his education in Mayger and as a teenager began gillnetting on the Columbia River.

Later he worked at a lumber mill in Westport until it ceased operation.

On Sept. 1, 1942, he married Edna Kurtti in Vancouver, Wash. She survives, residing in Deep River. Their first home was in Mayger. The couple moved to Deep River 54

years ago.

Mr. Jarvi logged for Wirkkala Brothers in Deep River before going to work for Weyerhaeuser Timber. He worked in the woods until an on the job injury forced his retirement.

Mr. Jarvi was a member of the Apostolic Church of Seal River, Wash. Family members said he enjoyed hunting and fishing, walks in the nearby woods, the tranquil life along the shores of Deep River and the challenge of jigsaw puzzles.

In addition to his wife, he is survived by three daughters, Patricia Frazier of Covington, Wash., Dorothy Richards of Ilwaco, Wash., and Marjorie Whitlock of Puyallup, Wash.; two sons, Richard Jarvi of Seattle and James Jarvi of Naselle, Wash.; a bother, Martin Jarvi of Keyport, Wash.; a sister, Berniece Martin of Winlock, Wash.; 12 grandchildren; and 10 great grandchildren.

He was preceded in death by two sons, Willard and Melvin Jarvi; and his eight siblings.

Visitation will be held from 10 am to 5 pm Friday at Penttila's Chapel by The Sea, in Long Beach, Wash. A graveside service will be held at 1 p.m. Saturday at Seal River Cemetery in Rosburg, Wash.

Memorial contributions may be made to the American Cancer Society, NW Division-Southern Region, 0330 S.W. Curry St., Portland, Oregon 97201. An online guest book may be signed at www.penttilaschapel.com

Frank A Dumich

World War II veteran, 84

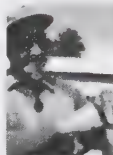
Frank A. Dumich, 84 of Longview, Wash., formerly of Seaview, Wash., died Wednesday, Feb. 27, 2008, in Longview.

He was born July 17, 1923 in Astoria, to John Anton and Marija (Naterlin) Dumich, Croatian immigrants. The family settled near the Hudson Bay fish receiving station at Pillar Rock, Wash., where he learned commercial fishing.

Mr. Dumich walked to a one room elementary school-house in nearby Dahlia, Wash. To attend high school in Naselle, Wash., he traveled the Columbia River by bowpicker gillnet boat.

During World War II, he served in the US Navy on the troopship USS Admiral W.S. Benson. After the war, he returned to fishing.

On Dec. 16, 1950, he married Katherine M Ivanoff in Naselle. She preceded him in death. The couple lived at Pillar Rock until fishing on the Columbia River declined.



They relocated to Seaview, Wash., where Mr. Dumich trolled for salmon out of the Port of Ilwaco, Wash. With his Bix-built boat Franky John, he continued to fish until he retired in the mid 1970's. He moved to Longview three years ago.

Family members said that along with fishing and clam digging, he loved animals. He adopted and named a stray gosling, George, who was a house pet until he was big enough and ready for outside guard duty. Mr. Dumich also loved recounting stories about World War II.

He is survived by two daughters and sons in law, Irene and Henry Cadonau of Astoria and Marina and Gary Groves of St. Helens; a son, Frank J Dumich of Chinook, Wash.; five grandchildren; one great grandson; a sister, Mary Guentner of Portland; and several nieces and a nephew.

Visitation will be held from 10 a.m. to 5 p.m. today at Penttila's Chapel by The Sea in Long Beach, Wash. A funeral will be held at 1 p.m. Wednesday at Penttila's Chapel by The Sea. Following a reception at the chapel, a graveside service will be held at Ocean View Cemetery in Warrenton.

Memorial contributions may be made to either the American Cancer Society, PO Box 22718, Oklahoma City, OK 73123-1718 or Doernbecher Children's Hospital, 3181 S.W. Sam Jackson Park Road, Mail Code: DC105, Portland, OR 97239-3011. An online guest book is available at www.penttilaschapel.com

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Carpenter and builder, 96

Alfred W. Niemi, 96, of Corvallis, formerly of Astoria, died Sunday, March 2, 2008, in Corvallis.

He was born June 12, 1911, in Detroit, to Hans and Hilma Niemi. The family moved to Westport and Astoria when he was a child. He received his education in the Astoria School District.

On Dec. 26, 1937, he married Mercy Morris. She survives. The couple celebrated their 70th wedding anniversary in December.

During World War II, Mr. Niemi was engaged in defense projects. He became a carpenter and a builder, and was employed by Bumble Bee Shipyards for 25 years in Astoria. After moving to Corvallis in 1972, he worked for Parker Lyon Real Estate. He built several homes in Corvallis and Astoria, and recently received a 70-year union carpenter pin.

In addition to his wife, he is survived by a son, Edward Niemi of Astoria; a daughter, Mary White of Tunwater, Wash.; three grandchildren, Eric and Meg Niemi and Laura White, all of Portland; and three great grandsons, Max and Sawyer Bruin and Elijah Gindraua. He was preceded in death by a brother and a sister. A family memorial service will be held later. Memorial contributions may be made to Lower Columbia Hospice, 486 12th St., Astoria, OR 97103.

Constance E. Harlow

Hammett Constance Elizabeth Harlow Hammett was born a fisherman's daughter on a houseboat on Jim Crow Creek, in Brookfield, Washington to John Conrad Harlon and Maria Theresa Kong Hallow on June 13, 1916.

She began her schooling in a one room school in the fishing cannery village of Brookfield and was quickly promoted to the 3rd grade. She completed 3rd through 8th grades, before attending Wahkiakum High School in Cathlamet 1929 – 1931, and then receiving her diploma from Lincoln High School in Tacoma, WA. She entered University of Washington where she studied public speaking and psychology while working summers as an intern at Western State Hospital, in Fort Steilacoom, WA. She was a member of Pi Kappa Delta, a national forensic honorary.

She joined the US Navy on August 6, 1944, as one of the first WAVES in our nation's history, and she served as a bookkeeper (SKG2) stationed in Washington, D.C. Shortly after the war, Constance married Ellis T Hammett on March 1, 1946.

Constance completed her B.S. degree in Education with expertise in History and Social Sciences 7-12 at University of Oklahoma. She completed coursework for a Masters in Public Administration at UNLV and she was active in the Women's Auxiliary of the American Institute of Mining, Metallurgical, and Petroleum Engineers (WAAIME) in the 1970's. During the 1980's Constance was elected to the Ravenswood School Board and the Menlo Park Housing Commission in Menlo Park, CA. and was active in the American Association of University Women (AAUW).

She died at her home in Reno, Nevada on January 5, 2008 with her husband and two children present. She is



survived by Ellis Theodore Hammett (her husband for 61 years), her son Ted Harlow Hammett and her daughter Julie Elizabeth Hammett Raven. She was preceded in death by her parents and her sisters Katherine Harlow Ytredal and Jeanerette Harlow. Arrangements are pending.

John A. Hendrickson

Foreman, boat builder, 81

John A Hendrickson, 81 of Astoria, died Monday, Feb. 25, 2008, at home.

He was born April 18, 1926, to Alma and Charles Hendrickson. He attended school in Astoria, graduating in 1944. He served in the US Army and returned to Astoria. On Jan. 23, 1949, he married Louise Pierson. She preceded him in death in 1993. The couple built a home east of Astoria.

Mr. Hendrickson worked several years for Ed Niemi Oil before starting his career with Bumble Bee Seafoods. He was a foreman for the pilebuck/carpentry crew that maintained the company's docks and facilities.

After retirement, he designed and built a sternwheeler he named the Lurdine. He and his wife operated this as a tourist attraction on the Columbia River for a few years. Family members said he enjoyed duck hunting, fishing, woodworking, drawing, painting and making trips to Reno, Nevada. He also enjoyed the time he spent with his family.

Mr. Hendrickson is survived by four daughters and sons in law, Joyce and Gary Brown of Albany, Patricia and George Heiner, Nancy and Brad Junes and Elaine and Brian Mart, all of Astoria; three granddaughters, Jennifer Cyrus, Theresa Stone and Tricia Junes; five grandsons, Craig and Michael Junes, Scott and Steve Mart and Charlie Heiner; a special friend, Sally Smith; nine great grandchildren; and numerous nieces and nephews.

He was preceded in death by three sisters, Ruth Stark, Agnes Landwehr and Ellen Grotting. Visitation will be held from 1 to 6 p.m. Friday at Caldwell's Luce-Layton Mortuary in Astoria. Visitation will also be held from 9 to 11 a.m. Saturday at Peace Lutheran Church in Astoria. A funeral will be held at the church at 11 a.m. Interment will follow at Ocean View Cemetery in Warrenton. Memorial contributions may be made to the American Cancer Society or to the American Diabetes Association, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103.

Lila Hilja Haggren Collman

Teacher, volunteer, 82

Lila Hilja Haggren Collman, 82, of Warrenton, died Wednesday, March 19, 2008, in Astoria. She was born Jan. 17, 1926, in Astoria, to Mikko and Hilja (Lukkarila) Haggren. She was raised on a homestead on the Lower Nehalem River south of Elsie until the family moved to Astoria in 1941.

She attended elementary school in Elsie and high school in Jewell and Astoria, graduating from Astoria High School in 1943. In 1946, she graduated from the Oregon College of Education in Monmouth and became a teacher at Lewis and Clark Consolidated School for four years. On May 13, 1950, she married Ronald C. Collman at the



Zion Lutheran Church in Astoria. He survives, residing in Warrenton.

The couple went on a student tour of Central America with 18 other students and a professor from Pacific University.

Mrs. Collman worked as a substitute teacher. Later, she taught cooking at the evening school at Clatsop Community College.

She was a member of the Lower Columbia Power Squadron and served as secretary and treasurer. She recently became a life member of the United States Power Squadrons, earning her 25th Merit Mark. She was a charter member of the US Coast Guard Auxiliary Flotilla 64, and served as secretary. She became a member of the board of Loaves and Fishes and became secretary recently. She was a member of the Finnish Brotherhood Lodge. Family members said she loved baking and was well known for her "pula" and her cooking. In 1976, she was honored by the late chef James Beard by winning a recipe contest for her herb cheese bread. The Collmans made two trips to Finland to visit relatives and trace family roots.

In addition to her husband, she is survived by a sister, Katherine Karna of Astoria; a brother in law, Don Starr of Portland; three daughters and sons-in-law, Permelia "Perky" and John Rasmussen of Portland, Dr. Rebecca and Tim McMahon of Colchester, Vt., and Jennifer and David Warren of Benecia, Calif.; two sons and daughters-in-law, Rodney and Susan Collman of Boring and Benjamin and Michelle Collman of Juneau, Alaska; 10 grandchildren, Andrew Collman and his wife, Melissa, and Heidi Collman, all of Boring, Hilja Taylor and her husband, Ryan, and Laila and Hannah Collman, all of Sandy, Matthew and Chad Warren of Benecia and Eleanor, Sarah and Kathleen McMahon of Colchester; five great-grandchildren, Sierra, Kyle and Caleb Taylor of Sandy and Elizabeth and Autumn Collman of Boring; five nephews, Michael Karna of Astoria, Dick and Bob Starr of Kodiak, Alaska, Gary Starr of Portland and Mike Haggren and his wife, Bobbie Joe, of Lynden, Wash.; a niece, Cindy Cahill and her husband, Chip, of Bellevue, Wash.; and several grand-nephews and nieces.

She was preceded in death by a sister, Elina Starr, and a brother, Herman Haggren.

A memorial service will be held at 3 p.m. Saturday at Pioneer Presbyterian Church near Camp Rilea. A reception will immediately follow at Suomi Hall in Astoria. Memorial contributions may be made to the Shriners Hospital for Children of Loaves and Fishes, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103

Mildred S. Anderson 1919-2008

Mildred Susanna Anderson, of the Knappa area, died Thursday, June 19 in Astoria, at age 88. She was born November 16, 1919 in Clatskanie to Axel and Jensena (Jolma) Bay. She attended school in Quincy and Clatskanie. On September 20, 1941 she married Earl Anderson in Kelso. He preceded her in death in 1989.

Mildred was an avid gardener and loved to cook, bake, do rug hooking, tole painting, flower arranging and



almost anything creative. She also played the piano and accordion by ear as she did not read music. She enjoyed hunting with her husband and spent many summers with her husband and children at Sauvies Island during the gillnet fishing seasons. She will be remembered for being very active in the lives of her family and always enjoying "being where the action was."

Survivors include: two sons and daughters-in-law, Robert and Phyllis Anderson and Jon and Judy Anderson, all of Astoria; a daughter and son-in-law, Suzanne and Gary Green, of Astoria; six granddaughters and their husbands, Jody Hart and Tiffany Anderson, both of Portland, Liisa and Steve Tischer, Christy and Bruce Shoop, and Melissa and Frank Stuhr, all of Astoria, Adrienne Kuhnly, of Beaverton; nine grandsons and their wives, Jeffrey Anderson, of Portland, Michael and Crystal Green, of Warrenton, Kristopher Anderson, Dennis and Michelle Green, Edward and Adrienne Green, Aaron and LeeAnn Anderson, Casey and David Wray, Brian Anderson and Jordan Anderson, all of Astoria; 11 great granddaughters, Kourtney Tischer, Tesa Green, Alexa Green, Ashley Shoop, Michael Shoop, Nichole Shoop, Ahlena Green, Madison Anderson, Delaney Anderson and Sierra Wray, all of Astoria, Bailee Green, of Warrenton; six grandsons, Devin

Green, Brian Lampa, Cody Stuhr, Kayden Stuhr, and Cayden Wray, all of Astoria, Ethan Green, of Warrenton; a close friend, Rita Wannebo, and several nieces and nephews.

Mildred was preceded in death by a sister, Minnie Puma and a brother, Arnold Bay. Visitation was to be held Tuesday, June 24, and Wednesday, June 25, at Caldwell's Luce-Layton Mortuary, 1165 Franklin Avenue in Astoria. Graveside service was to be held Wednesday, June 25, at 1 p.m. at Ocean View Cemetery in Warrenton. In lieu of flowers, memorial contributions have been suggested to the American Cancer Society or a charity of one's choice in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103.

Melvin E. 'Mel' Hjorten
Boat builder, 86

Melvin E. 'Mel' Hjorten, 86, of Astoria, died Monday, June 9, 2008 in Portland. He was born Sept. 21, 1921, in Astoria.

In 1940, he graduated from Astoria High School. He enlisted in the U.S. Navy, and worked in naval aviation and aircraft mechanics.

On April 6, 1942, he married Myrtle L. Fulbright in



Payette, Idaho. She survives, residing in Astoria. After his term in the service, he returned to Astoria and began a boat building apprenticeship at Lindstrom Boatworks Company. After a few years, he acquired the company, which came to be known as Mel's Boatworks.

He then went to work for Bumble Bee Seafoods. He was the superintendent of the shipyard for several years until he retired. He was also a commercial fisherman on the Columbia River and in Bristol Bay, Alaska.

Mr. Hjorten was one of the founders of the Columbia River Maritime Museum. He was a member of the First Lutheran Church of Astoria. Family members said his hobbies including hunting and fishing.

In addition to his wife, he is survived by two sons and daughters-in-law, David and Susan Hjorten of Beaver-creek and Paul and Teresa Hjorten of Bothell, Wash.; a daughter, Lisa Hjorten of Maupin; three grandsons, Erik Hjorten of Everett, Wash., and Alex and Curtis Hjorten of Bothell; a great-grandson, Lars Hjorten of Everett; a bother and sister-in-law, Elmer and Charlotte Hjorten of Seattle; and a sister-in-law, Mae Solterbeck of Payette, Idaho.

Visitation will be held from 3 to 5 p.m. Sunday at Caldwell's Luce-Layton Mortuary. A funeral will be held at 11 a.m. Monday at the First Lutheran Church, 725 33rd St. A reception will follow at the church.

Interment will take place at 2:30 p.m. Monday at Ocean View Cemetery, Warrenton.

Memorial contributions may be made to the Columbia River Maritime Museum, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103.

Arvid V North

Native Astorian '86

Arvid V North, 86, of Astoria, died Monday, June 9, 2008 in Astoria. He was born April 17, 1922, in Astoria, to John Pearson and Olga (Nilson) North. He was raised in Astoria, graduating from Astoria High School in 1941. On Jan. 25, 1958, he married Naomi M. Lokan in Astoria. She preceded him in death Oct. 18, 2006.

Mr. North worked for the Columbia River Packers Association and Bumble Bee Seafoods from 1938 to 1975, in various positions including fish buyer and station manager. He later worked as a night watchman for Bumble Bee and Columbia Ward Fisheries in Astoria and Ekuk, Alaska, from 1975 to 1987.

He was a member of the First Lutheran Church in Astoria and a 50-year member and Past Master of the Seaport No. 7 Harbor Masonic Lodge.

Family members said he enjoyed salmon fishing, duck hunting, family picnics at the duck shack, woodworking and chopping wood. He was proud of his family, and loved to tell stories about growing up in Alderbrook and the Astoria fishing industry.

Mr. North is survived by two sons and a daughter-in-law, Richard North of Astoria and John and Lori North of Sherwood; and four grandchildren, Nicole and Kaila North of Sherwood and Nicholas and Megan North of Svensen.

He was preceded in death by two sisters, Thelma Jaakola and Helga Wagner.

A memorial will be held at 1 p.m. Saturday at the First



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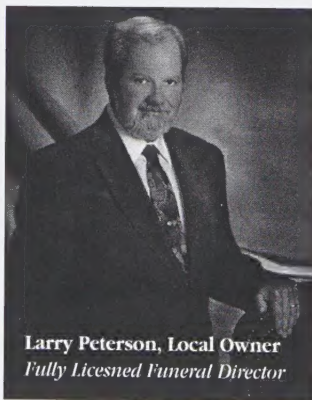
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Lutheran Church, 725 33rd St. Private interment will be held at Greenwood Cemetery. In lieu of flowers, memorial contributions may be given to the First Lutheran Church Memorial Fund or to the Columbia River Maritime Museum, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103.

Louis L. Clark

May 5, 1922-Feb. 9, 2008

Anchorage resident Louis L. Clark, 85, died Feb. 9, 2008, at Providence Alaska Medical Center in Anchorage.

A funeral will be at 12:30 p.m. Friday at Kehl's Forest Lawn Mortuary. A graveside service with military honors will follow at 2 p.m. at Fort Richardson National Cemetery.

Mr. Clark was born May 5, 1922, in Rochester, N.Y. and raised in upstate New York.

He joined the Army at age 19 and was a young M.P. who witnessed Pearl Harbor on Dec. 7, 1941. He served in World War II in the Pacific Theater. He was stationed in Germany after the war and met Irmgard. He proposed to her the first time he saw her and they were married in 1958.

In 1964, he retired from the Army in Fort Benning, Ga. His dream was to go to Alaska. He packed up the family and drove across the United States, heading up the Alaska Highway and settling in Anchorage.

In the fall of 1969, he attended the Sitka Trooper Academy while in the employment of the state of Alaska. He worked with the Department of Weights & Measures and as an investigator for the Alcoholic Beverage Control Board. He retired from the state of Alaska in 1976.

During the summers, he commercial fished in Cook Inlet with a drift boat for more than 35 years. He built a cabin in the Caribou Hills in the early 1970s and never missed a moose hunt or snow machine season. Louis participated in the Top of the World snowmachine run from Tok to Dawson City three different times while he was in his 70s.

He enjoyed life and Alaska to the fullest. He had many friends and touched many lives while doing the things he wanted to do. He was preceded in death by his son, William.

He leaves behind his wife, Irmgard; a son, Robert; a daughter-in-law, Janice; and two granddaughters, Ashley and Kelsey.

In lieu of flowers, donations may be made to Caribou Hills Cabin Hoppers, P.O. Box 375, Clam Gulch, AK 99568. Local arrangements are with Kehl's Forest Lawn Mortuary and Crematory.



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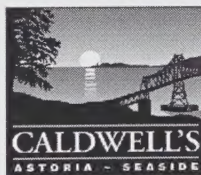
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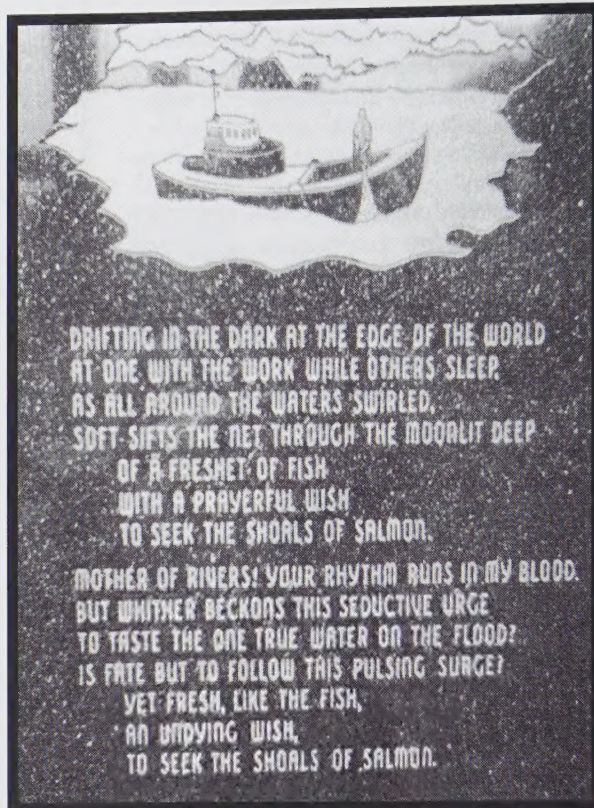
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